

**Project Name:** Caltrans Statewide Uniform Sign Inventory (SUSI)  
**OCIO Project #:**   
**Department:** Transportation  
**Revision Date:** 9/20/10

## Concept Statement

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### Description

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**Brief description of the proposed project:**

This project would create a statewide sign inventory or asset management database. Signs have a regulatory requirement to satisfy, per the California Manual on Uniform Traffic Control Devices (MUTCD) Section 2A.09, with target compliance of January 22, 2012, to implement and promote the continued use of an assessment or management method that is designed to maintain traffic sign retroreflectivity at or above the established minimum levels. This regulation complies with a Federal Highway Administration (FHWA) MUTCD regulation with the same target date.

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### Need Statement

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**High Level Functional Requirements:**

- Cost effective data entry/update system for office or field personnel from Maintenance, Traffic Operations or Construction.
- Standard reporting capabilities.
- Flexible query capabilities.
- Integration with the Integrated Maintenance Management System (IMMS).
- Integration with Department's Geographic Information System (GIS).
- Ability to store, retrieve an display photographic information.

**What is Driving This Need?**

There is a general recognition that the Caltrans sign inventory is an asset that requires systematic management. Federal regulation requires that public agencies by January 22, 2012 shall use an assessment or management method that is designed to maintain sign retroreflectivity at or above minimum levels. A comprehensive statewide inventory is essential to document the compliance with this regulation. The California Legislature and industry frequently asks questions such as how many "No littering" or how many numbered freeway exit signs do you have. The presence, location and state of repair of a sign are frequently an issue in tort liability cases. The California Strategic Highway Safety Plan identifies an action "Develop and encourage implementation of a systematic approach for the review of traffic control devices (signs) to identify devices in need of replacement, relocation or upgrade prior to the routine maintenance cycle". Systematically upgrading older traffic signs can lead to highways that are safer for all Californians.

**Risk to the Organization if This Work is Not Done:**

- Higher tort payouts.
- Inefficient warehouse inventory control.
- Inefficient order process and inaccurate quantities each sign type needed.
- Delays in replacing critical signs.

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### Benefit Statement

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#### Intangible Benefits

**Process Improvements** (describe the nature of the process improvement):

1. All of the Caltrans signs will be in the database system with accurate counts and age of the signs.
2. The database will be routinely maintained.
3. The system will be used for sign budgeting.
4. The system will improve the maintenance and capital budgeting.

**Other Intangible Benefits:**

1. Ability to answer the Legislative, public, and other agencies questions regarding number of various signs.
2. To Be Determined in the Feasibility Study.

#### Tangible Benefits

**Revenue Generation** (describe how revenue will be generated):

To Be Determined in the Feasibility Study.

**Cost Savings** (describe how cost will be reduced):

To Be Determined in the Feasibility Study.

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**Cost Avoidance** (describe the cost and how avoided):

1. Possible sanctions for not meeting the FHWA deadline.


**Risk Avoidance** (describe the risk and how avoided):

1. Tort liability created when certain signs are missing.

**Improved Services:**

1. More rapid replacement of missing or damaged signs.

### Consistency

"No" Responses 		Rationale	Action Required
Enterprise Architecture	Yes		
Business Plan	Yes		
Strategic Plan	Yes		

### Impact to Other Entities

#### Nature of Impact to Other Entities

**Entity:** Department of Finance & the Legislative Analyst's Office

*Describe the nature of the impact:*

More credible inventory and budget/expenditure reporting.

**Entity:** To Be Determined in the Feasibility Study

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<i>Describe the nature of the impact:</i>

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## Solution Alternatives

<b>Alternative 1:</b>
To Be Determined in the Feasibility Study.

<b>Technical Considerations for Alternative 1:</b>	
ROM Cost:	to
Note: high end of range must not exceed 200% of low end of range	

<b>Alternative 2:</b>

<b>Technical Considerations for Alternative 2:</b>	
ROM Cost:	to
Note: high end of range must not exceed 200% of low end of range	

<b>Alternative 3:</b>

## CA - PMM

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### Technical Considerations for Alternative 3:

ROM Cost: to

Note: high end of range must not exceed 200% of low end of range

### Recommendation

#### Comparison:

Alternative 1	ROM Cost		Risk
To Be Determined in the Feasibility Study.	\$0	- \$0	
Alternative 2	ROM Cost		Risk
	\$0	- \$0	
Alternative 3	ROM Cost		Risk
	\$0	- \$0	

#### Conclusions:

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2	
3	
4	

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**Recommendation:**

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**Project Approach** (if known)

<b>System Complexity:</b>			System Business Hours: (e.g., 24x7, 9am-5pm) :		To Be Determined in the Feasibility Study.	
Architecture	<input type="checkbox"/> Mainframe	<input type="checkbox"/> Client Server	<input type="checkbox"/> Web Based		Num. of New Databases:	
Technology	<input type="checkbox"/> New	<input type="checkbox"/> New to Staff	<input type="checkbox"/> In-House Experience		Interfaces:	
Implementation	<input type="checkbox"/> Central Site	<input type="checkbox"/> Phased Roll-out			Num. of Sites:	
M & O Support	<input type="checkbox"/> Contractor	<input type="checkbox"/> Data Center	<input type="checkbox"/> Project	<input type="checkbox"/> In House		
Procurement Approach:					Number of Procurements:	
Open Procurement?		Delegated Procurement?				
Scope of Contract	<input type="checkbox"/> Development <input type="checkbox"/> Implementation <input type="checkbox"/> M & O <input type="checkbox"/> Other: _____					
Anticipated Length of Contract:		_____ Years /		_____ extensions for		_____ years